

MANY EFFORTS TO BUILD UTAH-CALIFORNIA LINE

Over Thirty Years Ago First Undertaking Was Launched Toward Los Angeles.

History of Various Enterprises That Promised and Failed of Fruition From That Day Until Now.

When the first Pacific railroad was completed on May 10, 1869, southern California was almost desolate by the railroad builders. Sparsely settled, given over mostly to stock raising, the entire area was contemptuously called "the cow country," and the railroads gave this part of the country little thought. It was several years before the Southern Pacific began poking in from the direction of San Francisco. But long before that time a group of Utah men had their eyes turned toward the coast of southern California, far south of the Golden Gate.

It was in 1871 that the Utah Southern was organized. Its primary object was to give to the part of Utah south of Salt Lake that quick access to the rest of the world that had hitherto been denied, but the expectation was that later the road would be taken on to a California seaport. William Jennings was the first president of the organization, John Sharp, vice president, and Peramorz Little superintendent. All were Salt Lake men. The road was built to Lehi in 1872, and to Provo in 1873. Two years later it was extended twenty-seven miles to York. Juab, 103 miles from Salt Lake, was reached in June, 1879. The Utah Southern Extension company was then organized, and by 1880 the road had been extended 137 miles farther, to Milford and Frisco. This was the end for a number of years.

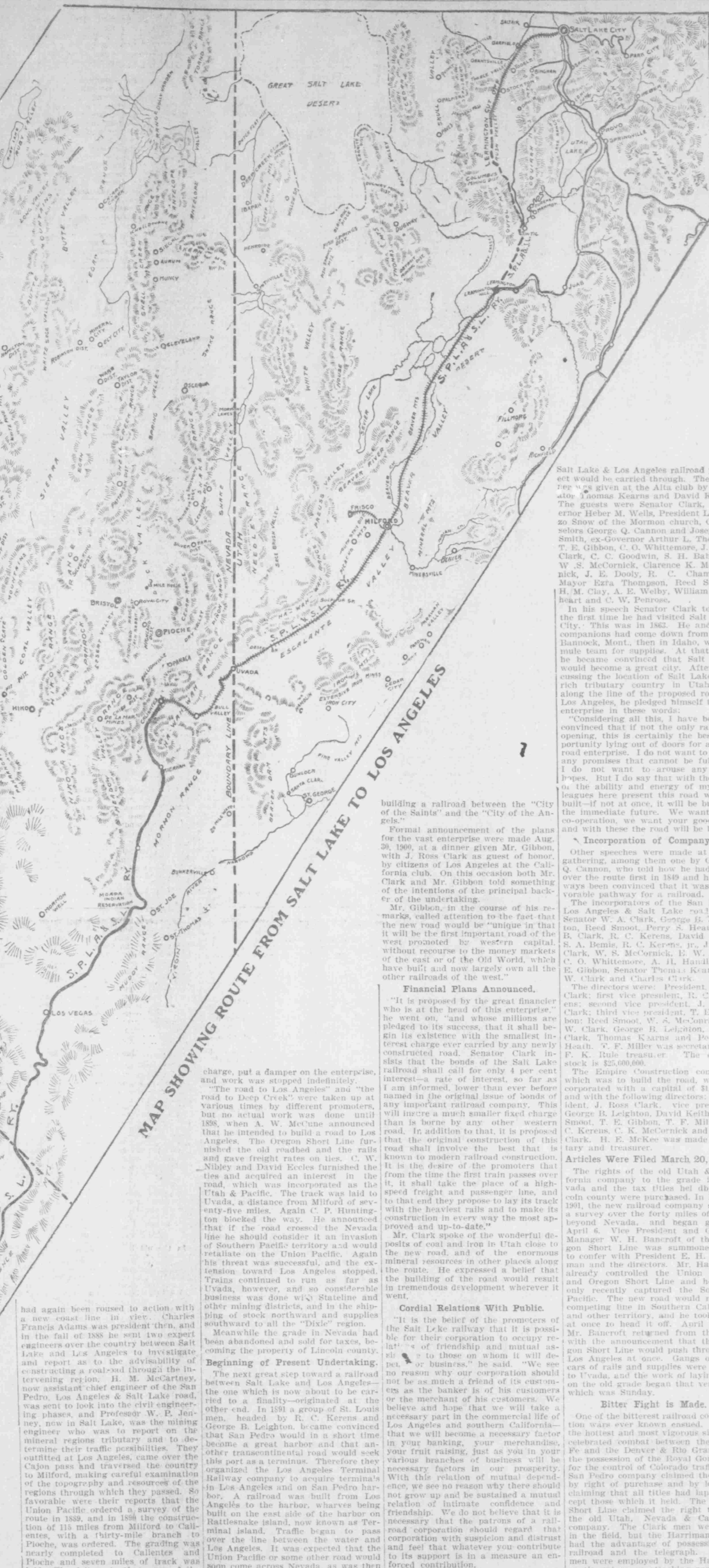
New Line Projected.

In 1872 another company struck out from Salt Lake for the southwest. This was the Salt Lake, Sevier Valley & Pioche, organized by A. C. Barnum, general Patrick E. Connor, (whose name is closely associated with the

hill, on the main southern line. Several railroad projects aimed at Deep Creek and the coast never got out of the incubator, but in 1889 the Union Pacific took hold and it began to look as if there would be another line to the coast. For the purpose of carrying out this project, the Salt Lake & Western was organized, with S. H. H. Clark, president of the Union Pacific, at its head.

Union Pacific Undertaking.
Among the directors were W. W.

West Tintle, and it became the Tintle branch of the Oregon Short Line. If this route had been completed, the Union Pacific would have tapped the coast at three different places. The Salt Lake & Western would have reached Los Angeles and San Francisco, while the Oregon Short Line, then in course of construction from Granger,



had again been roused to action with a new coast line. In 1889, Charles Francis Adams was president then, and in the fall of 1888 he sent two expert engineers over the country between Salt Lake and Los Angeles to investigate and report as to the advisability of constructing a road and through the intervening region. H. M. McCartney, now assistant chief engineer of the San Pedro, Los Angeles & Salt Lake road, was sent to look into the civil engineering, new in Salt Lake, was the mining engineer who was to report on the mineral regions tributary and to determine their traffic possibilities. They outlined at Los Angeles, came over the Cajon pass and traversed the country to Milford, making careful examination of the topography and resources of the regions through which they passed. So favorable were their reports that the Union Pacific ordered a survey of the route in 1889, and in 1890 the construction of 115 miles from Milford to Caliente, with a thirty-mile branch to Pioche, was ordered. The grading was nearly completed to Caliente and Pioche and seven miles of track was laid. The failure in that year of the Baring Bros., who were supplying part of the money for the extension, caused a cessation of the work. April 9 of the same year C. P. Huntington secured control of the Southern Pacific and he declared violent war on any extension of the Union Pacific. Notice was served on the latter road that if construction of the Los Angeles line was continued no freight would be received at prevailing rates at Ogden. Jay Gould, who had gained control of the Union Pacific about this time, yielded to the threat, agreed not to extend the road and ordered the seven miles of track already laid to be pulled up. This was done in 1893. The grade was later occupied by the McCune road, and the balance formed the base of contention between the Oregon Short Line and the San Pedro, Los Angeles & Salt Lake only recently.

Abraham H. Cannon's Scheme.
In 1896, however, the project was again taken up this time by George Q. Cannon, Abraham H. Cannon, George A. Lowe and others. In April 1896, the Utah & California Railroad company was organized, the Union Pacific being quietly behind it. The death of Abraham H. Cannon, who was in active

charge, put a damper on the enterprise, and work was stopped entirely.

"The road to Los Angeles" and "the road to Deep Creek" were taken up at various times by different promoters, but no actual work was done until 1898, when A. W. McCune announced that he intended to build a road to Los Angeles. The Oregon Short Line furnished the old roadbed and the rails and gave freight rates on ties. C. W. Nibley and David Eccles furnished the ties and acquired an interest in the road, which was incorporated as the Utah & Pacific. The track was laid to Uvada, a distance from Milford of seventy-five miles. Again C. P. Huntington bickered the way. He announced that if the road crossed the Nevada line he should consider it an invasion of Southern Pacific territory and would retaliate on the Union Pacific. Again the threat was successful, and the extension toward Los Angeles stopped. Trains continued to run as far as Uvada, however, and so considerable business was done with Stateline and other mining districts, and in the shipping of stock northward and supplies southward to all the "Dixie" region.

Meanwhile the grade in Nevada had been abandoned and sold for taxes, becoming the property of Lincoln county.

Beginning of Present Undertaking.
The next great step toward a railroad between Salt Lake and Los Angeles—the one which is now about to be carried to a finality—originated at the other end. In 1891 a group of St. Louis men, headed by R. C. Kerns and George B. Leighton, became convinced that San Pedro would in a short time become a great harbor and that another transcontinental road would seek this port as a terminus. Therefore they organized the Los Angeles Terminal Railway company to acquire terminals in Los Angeles and on San Pedro harbor. A railroad was built from Los Angeles to the harbor, wharves being built on the east side of the harbor on Rattlesnake island, now known as Terminal island. Traffic began to pass over the line between the water and Los Angeles. It was expected that the Union Pacific or some other road would soon come across Nevada, as was then planned, and would buy or acquire the new road on account of its terminal facilities. But all these projects were blocked by Huntington, as previously told, while on the other hand there was a bitter fight in progress to secure the control of the harbor and the work on that great improvement actually began.

Senator Clark Interested.
When the San Pedro harbor fight was settled, the owners of the Los Angeles Terminal road began their endeavors to interest capital in the construction of a railroad between Salt Lake and Los Angeles. Thomas E. Gibson, vice president of the road and one of the leaders in the San Pedro harbor fight, was most active in this new undertaking. He succeeded in interesting the Los Angeles Terminal road in the project, and through him his brother, Senator William A. Clark, in the summer of 1899 it became known that Senator Clark and his brother had taken hold of the great enterprise of

building a railroad between the "City of the Saints" and the "City of the Angels."

Formal announcement of the plans for the vast enterprise were made Aug. 29, 1899, at a dinner given Mr. Gibson, with J. Ross Clark as guest of honor, by citizens of Los Angeles at the California club. On this occasion both Mr. Clark and Mr. Gibson told something of the intentions of the principal backers of the undertaking.

Mr. Gibson, in the course of his remarks, called attention to the fact that the new road would be "unique in that it will be the first important road of the west promoted by western capital, without recourse to the money markets of the east or of the Old World, which have built and now largely own all the other railroads of the west."

Financial Plans Announced.

"It is proposed by the great financier who is at the head of this enterprise," he went on, "and whose millions are pledged to its success, that the road be built in its entirety in the smallest interest charge ever carried by any newly constructed road. Senator Clark insists that the bonds of the Salt Lake railroad shall call for only 4 per cent interest—a rate of interest, so far as I am informed, lower than ever before named in the original issue of bonds of any important railroad company. This will insure a much smaller fixed charge than is borne by any other western road. In addition to that, it is proposed that the original construction of this road shall involve the best that is known to modern railroad construction. It is the desire of the promoters that from the time the first train passes over it, it shall take the place of a high-speed freight and passenger line, and to that end they propose to lay its track with the heaviest rails and to make its construction in every way the most approved and up-to-date."

Mr. Clark spoke of the wonderful deposits of coal and iron in Utah close to the new road, and of the enormous mineral resources in other places along the route. He expressed a belief that the building of the road would result in tremendous development wherever it went.

Cordial Relations With Public.

"It is the belief of the promoters of the Salt Lake railway that it is possible for their corporation to occupy relations of friendship and mutual assistance to those on whom it will depend, or business," he said. "We see no reason why our corporation should not be as much a friend to its customers as the banker is of his customers or the merchant of his customers. We believe and hope that we will take a necessary part in the commercial life of Los Angeles and southern California—that we will become a necessary factor in your banking, your merchandise, your fruit raising, just as you in your various branches of business will be necessary factors in our prosperity. With the relation of mutual dependence, we see no reason why there should not grow up and be sustained a mutual relation of intimate confidence and friendship. We do not believe that it is necessary that the patrons of a railroad corporation should regard that corporation with suspicion and distrust and feel that whatever you contribute to its support is in a measure an enforced contribution.

"It will be our effort to make the original investment as small as compatible with a construction which will enable us to give a perfect service, so that we may avoid loading up the corporation with large fixed charges in the form of interest on bonds, which will mean extravagant freight rates. In going into this enterprise we shall merely ask a reasonable return on the money invested, and it shall be our business to see that the nominal investment does not exceed the actual investment. In other words, it is our intention to make a property—not a speculation, out of the Salt Lake railway—to establish and conduct it, as far as our ability will admit, on safe, conservative, business lines, and to try to make of it as much value as possible to its patrons as well as to its owners."

Senator Clark's Announcement.

It was not until autumn of that year that Senator Clark himself made public announcement of his plans. At the time of the Los Angeles dinner he was in France. He returned, the meeting to incorporate the San Pedro, Los Angeles & Salt Lake road was held Nov. 22, 1899, and after that Senator Clark in a speech pledged his word that the

Salt Lake & Los Angeles railroad project would be carried through. The dinner was given at the Alta club by Senator Thomas Kearns and David Keith. The guests were Senator Clark, Governor Heber M. Wells, President Lorenzo Snow of the Mormon church, Counselors George Q. Cannon and Joseph F. Smith, ex-Governor Arthur L. Thomas, T. E. Gibson, C. O. Whittemore, J. Ross Clark, C. C. Goodwin, S. H. Babcock, W. S. McCormick, Clarence K. McCormick, J. E. Dooly, R. C. Chambers, Mayor Ezra Thompson, Reed Smoot, H. M. Clay, A. E. Welby, William Igleheart and C. W. Penrose.

In his speech Senator Clark told of the first time he had visited Salt Lake City. This was in 1862. He and two companions had come down from East Bumbeck, Mont., then in Idaho, with a mule team for supplies. At that time he became convinced that Salt Lake would become a great city. After discussing the location of Salt Lake, the rich tributary country in Utah and along the line of the proposed road to Los Angeles, he pledged himself to the enterprise in these words:

"Considering all this, I have become convinced that if not the only railroad opening, this is certainly the best opportunity lying out of doors for a railroad enterprise. I do not want to make any promises that cannot be fulfilled, I do not want to arouse any false hopes. But I do say that with the help of the ability and energy of my colleagues here present this road will be built—if not at once, it will be built in the immediate future. We want your co-operation, we want your good will and with these the road will be built."

Incorporation of Company.

Other speeches were made at that gathering, among them one by George Q. Cannon, who told how he had gone over the route first in 1849 and had always been convinced that it was a favorable pathway for a railroad.

The incorporators of the San Pedro, Los Angeles & Salt Lake road were Senator W. A. Clark, Governor Heber M. Wells, Reed Smoot, Perry S. Heath, W. B. Clark, R. C. Kerns, David Keith, S. A. Bemis, R. C. Kerns, Jr., J. Ross Clark, W. S. McCormick, E. W. Clark, C. O. Whittemore, A. L. Handman, T. E. Gibson, Senator Thomas Kearns, J. W. Clark and Charles Clark.

The directors were: President, W. A. Clark; first vice president, R. C. Kerns; second vice president, J. Ross Clark; third vice president, T. E. Gibson; Reed Smoot, W. S. McCormick, E. W. Clark, George B. Leighton, C. W. Clark, Thomas Kearns and Perry S. Heath. F. E. Miller was secretary and F. K. Rule treasurer. The capital stock is \$25,000,000.

The Empire Construction company, which was to build the road, was incorporated with a capital of \$1,000,000 and with the following directors: President, J. Ross Clark, vice president, Reed Smoot, T. E. Gibson, E. W. Clark, George B. Leighton, C. W. Clark, Thomas Kearns and Perry S. Heath. F. E. Miller was secretary and F. K. Rule treasurer. The capital stock is \$25,000,000.

Articles Were Filed March 20, 1901.

The rights of the old Utah & California company to the grade in Nevada and the right to the old Lincoln county were purchased. In March, 1901, the new railroad company started a survey over the forty miles of grade beyond Nevada, and began grading April 6. Vice President and General Manager W. H. Bancroft of the Oregon Short Line was summoned east to confer with President E. H. Harriman and the directors. Mr. Harriman already controlled the Union Pacific and Oregon Short Line and he had only recently captured the Southern Pacific. The new road would make a competing line in Southern California and other territory, and he took steps at once to head it off. April 7, 1901, Mr. Bancroft returned from the east with the announcement that the Oregon Short Line would push through to Los Angeles at once. Gangs of men, cars of rails and supplies were rushed to Uvada, and the work of laying rails on the old grade began that very day, which was Sunday.

Bitter Fight Is Made.

One of the bitterest railroad construction wars ever known ensued. It was the hottest and most vigorous since the celebrated combat between the Santa Fe and the Denver & Rio Grande for the possession of the Royal Gorge and for the control of Colorado traffic. The San Pedro company claimed the grade by right of purchase and by location, claiming that all titles had lapsed except those which it held. The Oregon Short Line claimed the right through the old Utah, Nevada & California company. The Clark men were first in the field, but the Harriman forces had the advantage of possessing the railroad and the telegraph. Armed men were employed by the Harriman contingent as an attacking party, and armed men were entrenched on the grade by the San Pedro defenders. At one time there was actual physical conflict. The Clark forces were grading along the line of the old survey and had put up barricades to protect themselves from the invaders. The Short Line men, with heavy wagons and teams, charged down upon the defenders full tilt. The horses were stopped and the attack repelled. Those who were present declared it a minute that in the heat of battle no blood was shed.

There were other clashes and finally the rival hosts agreed to cease work and fight it out in the courts. One decision was handed down giving the Short Line right to part of the grade, but leaving the question as to surveys open. In November, 1901, an agreement for a truce was reached. A joint survey was to be made down the Meadow Valley wash and through all narrow canyons and passes to locate two parallel routes, allowing both roads to go through.

Negotiations for the purchase of the Oregon Short Line south of Salt Lake began. Meanwhile the Short Line began. (Continued on Page 5.)

early mining development in Utah), and Heber C. Kimball were interested in this project. Grading was done as far as Gardfield and then stopped, and the enterprise died.

The Utah & Nevada road, promoted by John W. Young, was launched in 1873. The narrow-gauge line, skirting the southern shore of Salt Lake and reaching Terminus, near Stockton, was finished as far as the latter place in 1875. It was never built any farther until the last year, as part of the Leamington cut-off of the Oregon Short Line, it has been carried southward, the objective point being Leamington.

Ritter, P. L. Williams, Le Grand Young and A. F. Doremus of Salt Lake. The route as surveyed lay past Terminus and Deep Creek in Utah, through Nevada by way of Spring Valley, coming into California near the Amargosa region, and connecting with the Atlantic & Pacific at Barstow, thence on to Los Angeles. A branch was to be built to Mono Lake and the Yosemite and another to San Francisco. About \$50,000 was spent in surveys and work was started. It was then decided to abandon the work out of Salt Lake and start from Lehi Junction. This line was graded as far as Jericho, near